



DEPARTMENT OF THE NAVY
USS SAFEGUARD (ARS-50) ✓
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96678-3221

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01 MAY 1987

From: Commanding Officer, USS SAFEGUARD (ARS 50)
To: Director of Naval History, (OP-09BH) Washington Navy Yard, Washington DC
20374

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D
(b) CINCPACFLTINST 5730.3C

Encl: (1) USS SAFEGUARD (ARS 50) Command History for 1986

1. Per references (a) and (b) enclosure (1) is submitted.


K. D. HARVEY

Copy to
CINCPACFLT
COMNAVSURFPAC
COMSERVRON 5

BASIC HISTORY

COMMAND ORGANIZATION

Lieutenant Commander Kenneth D. Harvey, U.S. Navy, was in command of the USS SAFEGUARD (ARS 50) throughout the calendar year of 1986. Lieutenant Commander Jerry W. Keesee, U.S. Navy, was the Executive Officer until 29 December 1986 at which time he was properly relieved by Lieutenant Jeffrey B. McDonell, U.S. Navy. The following officers also served on board. Lieutenant [REDACTED], U.S. Navy, Lieutenant (Junior Grade) [REDACTED], U.S. Navy Reserve, Lieutenant (Junior Grade) [REDACTED], U.S. Navy, Ensign [REDACTED], U.S. Navy Reserve, and Chief Warrant Officer [REDACTED], U.S. Navy,

CHRONOLOGY FOR THE CALENDAR YEAR 1986

- 01-05 January 1986: Leave and Upkeep Pearl Harbor
- 06-17 January 1986: Shakedown Training: Pearl Harbor
- 18-26 January 1986: Inport: Pearl Harbor, HI
- 27 January 1986: Target tow services for USS RATHBURNE (FF 1057)
- 28-31 January 1986: Pre-INSURV Availability, Pearl Harbor, HI
- 01-02 February 1986: Inport: Pearl Harbor
- 03-07 February 1986: Final Contract Trials by Board of Inspection and Survey
- 08-23 February 1986: Post-INSURV Availability, Pearl Harbor, HI
- 24 February 1986: Ammo Onload: West Loch, Pearl Harbor
- 25 February 1986: Target Tow Services for USS OUELLET (FF 1077) and USS BREWTON (FF 1086)
- 26 Feb-12 Mar 1986: Ready Duty Salvage Ship; inport Pearl Harbor
- 27 Feb-02 Mar 1986: Inport: Pearl Harbor
- 03-07 March 1986: SAFEGUARD begins rigging beach gear for OPEVAL
- 13 March 1986: Highline transfer and astern refueling exercises with USS CONSERVER (ARS 39)
- 14 March 1986: End of Warranty Period
- 17-23 March 1986: OPEVAL Salvage Phase, Middle Loch, Pearl Harbor, HI
- 24-30 March 1986: OPEVAL Debeaching Phase

01-04 April 1986: OPEVAL: Underwater cutting, welding and patching phase

02-03 April 1986: OPEVAL: Off ship Firefighting Phase

04-06 April 1986: Garlic Clove Van Operations in support of CTG 168.1

07 April 1986: Highline transfer and astern refueling with USS BEAUFORT (ATS 3)

08 April 1986: Inport: Pearl Harbor, HI

09 April 1986: OPEVAL: Target tow services for USS OUELLET (FF 1077)

10-14 April 1986: Inport: Pearl Harbor

15 April 1986: OPEVAL: Rescue and Assistance/Tow be Towed Phase with USS OUELLET (FF 1077)

16 April 1986: OPEVAL: Commence Ocean Engineering Phase-onload FMGS System

16-17 April 1986: Enroute Kailua-Kona, Hawaii

18 April 1986: OPEVAL: Heavy Bow Lift and MK 12/MK 1 Diving Phase using FMGS and Ship's DDS.

19-20 April 1986: Port visit, Kailua-Kona, Hawaii.

21-24 April 1986: OPEVAL: Continue Air and Fly Away Mixed Gas Diving, Kailua Kona, Hawaii

24 April 1986: Enroute Pearl Harbor

25-29 April 1986: Upkeep: Pearl Harbor

30 April 1986: OPEVAL: Open ocean towing using USNS SANTA ADELA. OPEVAL completed.

01-05 May 1986: Upkeep: Pearl Harbor

06 May 1986: Commence Restricted Availability with SIMA Pearl Harbor.

11 June 1986: Assigned as Pearl Harbor Visit Ship

24 - 29 June 1986: Hull scrub using ship's divers

14-18 July 1986: MTT Assist Visit, Inport Pearl Harbor

24 July 1986: Dock Trials

28 July 1986: ISE: MIDPAC: Underway for Sea Trials

29 July 1986: Fast Cruise

30 July 1986: Complete Restricted Availability, Pearl Harbor, HI

01-04 August 1986: Inport Pearl Harbor

04-05 August 1986: Divers' Life Support System Certification

04-15 August 1986: SECAS Validation

08 August 1986: VERTREP exercise with HSL-37

09-11 August 1986: Inport: Pearl Harbor

12-13 August 1986: ISE: MIDPAC-Underway for ECC Drills in preparation for MTT I

14 August 1986: SAFEGUARD escorts USS CONSERVER (ARS 39) into Alpha piers from her last WESTPAC cruise, before decommissioning.

15-17 August 1986: Inport: Pearl Harbor

18-25 August 1986: MTT I

25-26 August 1986: Deperm

27-28 August 1986: ISE: MIDPAC-ECC Drills.

29 Aug-01 Sep 1986: Upkeep Pearl Harbor

02-03 Sept 1986: Rig for Drop Test of Navmoor anchors

04 September 1986: Enroute Maui to conduct Navmoor Anchor Drop Tests

05 September 1986: Navmoor Anchor Drop Test Phase I.

06-07 Sep 1986: Anchored Maui, Hawaii

08 September 1986: Navmoor Anchor Drop for Test Phase II

11 September 1986: Navmoor Anchor Drop Phase III/Recover Navmoor Anchor/Return to port: Pearl Harbor

12-14 Sep 1986: Inport: Pearl Harbor

15-19 Sept 1986: CSRT/SESI

20-21 Sep 1986: Inport Pearl Harbor.

21 September 1986: End of SCN Funding.

22 September 1986: Inport training preparations for MTT II

23 September 1986: Underway: MIDPAC-Target tow for USS LEFTWICH (DD 984)

24 September 1986: ISE: MIDPAC-Underway for ECC Drills prior to MTT II

25 September 1986: Underway: MIDPAC-Tow be towed exercise with USS LEFTWICH (DD 984)

26-28 Sep 1986: Inport: Pearl Harbor

29 Sep 1986: Commence MTT II-inport: Pearl Harbor

30 Sep-01 Oct 1986: MTT II: Underway MIDPAC

02-03 Oct 1986: MTT II: Inport Pearl Harbor

04-05 Oct 1986: Inport: Pearl Harbor, HI

06-07 Oct 1986: Rescue tow of Motor Vessel 1ST LT BALDOMERO LOPEZ

08-10 October 1986: Command Inspection by COMSERVRON FIVE

11-13 October 1986: Inport: Pearl Harbor

14 October 1986: ISE: MIDPAC-ECC Training

15 October 1986: ISE: MIDPAC-ECC training in preparation for OPPE. Civilian Fishing Vessel "SPIRIT" rescued during local operations

16 October 1986: ISE: MIDPAC - ECC Training

17-20 Oct 1986: Inport: Pearl Harbor

21 October 1986: ISE: MIDPAC - ECC Training

22-26 October 1986: Inport: Pearl Harbor

24 October 1986: Underway for the Junior Officer Shiphandler of the Year competition held on SAFEGUARD

27-28 October 1986: Training Readiness Evaluation (TRE) at anchor, Pearl Harbor

29-31 Oct 1986: ISE: MIDPAC-ECC Training

31 Oct-02 Nov 1986: Inport: Pearl Harbor

03 November 1986: Commence MTT III-Inport: Pearl Harbor, HI

04-06 Nov 1986: Underway, MIDPAC-MTT III

07 November 1986: MTT III-Inport: Pearl Harbor, HI

08-09 November 1986: Inport: Pearl Harbor

10-12 November 1986: ISE: MIDPAC-ECC Training, Full Power Run

12-16 November 1986: Pre - OPPE Availability Pearl Harbor

17-21 November 1986: OPPE

22-30 November 1986: Post-OPPE Availability

01-12 December 1986: REFTRA, Pearl Harbor, HI

15-30 December 1986: POM

17 December 1986: COMSERVRON FIVE Change of Command onboard USS SAFEGUARD
(CDR John "R" Drucker, USN relieved by CDR Robert R.
Wells)

30 December 1986: SAFEGUARD host ship for H.T.M.S. RATTANAKOSIN (Thailand)

January 1986 found USS SAFEGUARD in Shakedown Training from the 6th to the 17th. This was SAFEGUARD's first operational evaluation since being commissioned. Scores of outstanding were awarded for Communications, Engineering, Damage Control and Seamanship/Deck.

The Operational Test and Evaluation Force came aboard 10 March 1986 to evaluate the ability of the ARS-50 Class to perform as designed in her major mission areas, specifically: Open Ocean Towing, Diving Systems, Ship Salvage (Heavy Bow Lift and Debeaching), Rescue and Assistance and Ocean Engineering. OPTEVFOR observed the rigging, laying, getting into harness, and retrieval of beach gear using the ex-USS BUCKEYE as the stranded vessel. SAFEGUARD'S capability to conduct a Heavy Bow Lift was also satisfactorily tested on 18 April in Kailua-Kona, HI. For the offship firefighting phase OPEVAL observers lit fires onboard BUCKEYE, while SAFEGUARD approached and engaged the fire through the use of onboard fire monitors and firefighting teams. Dewatering pumps, emergency power and damage control were also used to assist the burning ship. The R & A phase of OPEVAL required SAFEGUARD to conduct a small boat transfer of damage controlmen and a medical corpsman to the USS OUELLET (FF 1077) which was DIW with simulated battle damage. SAFEGUARD was to respond to a request for shoring, dewatering and casualty assistance. After assisting OUELLET's crew in containing the conflagration SAFEGUARD'S rescue team rigged her for an emergency tow. The drill was completed when SAFEGUARD executed a simulated return to port tow. The diving mission phase of OPEVAL tasked USS SAFEGUARD to recover a small high value object by executing a 4-point moor and conducting surface supplied diving operations to a depth of 190 FSW. The open ocean towing phase of OPEVAL required SAFEGUARD to tow a manned vessel for an extended period. On 30 April 1986, SAFEGUARD towed the USNS SANTA ADELA, a 16,000 ton vessel for approximately 6 hours. ARS 50's capability to conduct and support the ocean engineering mission was also evaluated. SAFEGUARD was tasked to load out, carry and deploy a special ocean engineering project. SAFEGUARD's objective was to conduct a support mission including service and logistic support for special equipment and personnel. SAFEGUARD and her crew successfully supported the Fly Away Mixed Gas System utilizing MK 12 SSDS and MOBDIVSALU ONE personnel for this project.

USS SAFEGUARD commenced two days of magnetic treatment on 24 August 1986 at NAVSTA Pearl Harbor Magnetic Silencing and Deperming Facility and completed Swing Ship shortly afterwards on 2 September 1986. This allowed full use of the ship's compass which had previously been affected by excessive deviation.

Navmoor Anchor Test and Evaluation was conducted 03-08 September 1986. USS SAFEGUARD was selected as the platform to evaluate the effectiveness of the Navmoor anchor, which will replace the present stato anchors onboard. The Navmoor is essentially a modified stato designed to guarantee better setting of the anchor upon dropping and when under strain. The evaluation was conducted in 3 phases, 6 drops, off Maui, HI with NCEL representatives onboard for field evaluation. The results of the tests proved the Navmoor anchor to be more advantageous than the presently utilized stato anchor in that the Navmoor anchor has an increased holding power, deployed better on dropping and can be completely disassembled for storage and maintenance.

Combat Systems Readiness Test (CSRT), Shipboard Explosive Safety Inspection (SESI) and an Arms, Ammunitions and Explosives (AA&E) inspection were conducted on 15-19 September 1986. No major discrepancies were discovered. USS SAFEGUARD was commended for the extensive Pre-CSRT work that was accomplished. COMNAVSURFGRU MIDPAC commended SAFEGUARD for the highly successful results on the CSRT.

On 05 October 1986, USS SAFEGUARD was tasked by COMNAVSURFGRU MIDPAC to render assistance to MV 1ST LT BALDOMERO LOPEZ, which was DIW and adrift approximately 25 miles southwest of Barbers Point. SAFEGUARD rendezvoused with MV LOPEZ on the evening of 5 October and immediately began preps to tow her back to Pearl Harbor. By early evening of the 6th of October, SAFEGUARD was at the entrance to Pearl Harbor. MV LOPEZ was at short stay with 4 tugs and 2 pilots, ready to enter the harbor. High winds gusting upwards of 25 knots made the LOPEZ difficult to handle in the channel and with the loss of the drogue tug due to a parted headline and the second tug due to steering casualty and flooding, LOPEZ veered erratically to starboard. SAFEGUARD prevented disaster by keeping LOPEZ in the channel and avoided grounding of both vessels. A subsequent admiralty investigation praised SAFEGUARD for prompt decisive action in handling the situation. Once MV LOPEZ had regained position, and with the remaining tugs, she was towed to Kilo piers without further incident.

Command Inspection conducted by COMSERVRON 5 was held 8-10 October 1986. All areas were evaluated as highly satisfactory.

During night steaming operations on 15 October, SAFEGUARD spotted a civilian fishing vessel "SPIRIT" adrift and signalling for assistance. The vessel had a fire in her generator, was without power and taking on water. SAFEGUARD maneuvered to bring the vessel alongside. After emergency dewatering operations, SAFEGUARD began towing the fishing vessel "SPIRIT" to Honolulu Harbor where she was turned over to the Coast Guard. RADM Reimann, Commander, Naval Surface Group, MIDPAC commended SAFEGUARD for her readiness and professionalism in her rapid response to the distress signal received from fishing vessel "SPIRIT."

Training Readiness Evaluation (TRE) was conducted 27-28 October 1986 at anchor, Pearl Harbor. With only 5 major, 9 minor and 4 safety discrepancies, Fleet Training Group certified that SAFEGUARD was completely ready to conduct Interim Refresher Training.

The months of August through October were spent gearing up for SAFEGUARD'S first OPPE. There were three separate Mobile Team Training Visits and numerous independent underway periods practicing Engineering Casualty Control Training and verifying operating procedures. Finally, the Propulsion Examining Board conducted OPPE on 18-19 November 1986. Areas of inspection were graded as follows: Operations - above average, Firefighting Capability - average, Material Readiness - above average, Level of Knowledge - average and Administration - average.

SAFEGUARD satisfactorily conducted Interim Refresher Training on 1-12 December 1986 with outstanding evaluations in Engineering, NCO/Electronics, Command and Control, and Seamanship. USS SAFEGUARD was commended by Commander, Naval Surface Force, U. S. Pacific Fleet.

COMSERVRON 5 Change of Command was held onboard USS SAFEGUARD on 17 December 1986. CDR John "R" Drucker, USN, was relieved by CDR Robert R. Wells. Their senior in command, Rear Admiral Robert T. Reimann, Commander, NAVSURFGRU MIDPAC was guest speaker.

1986 was the first full year in the operating life of USS SAFEGUARD. It was a year during which SAFEGUARD successfully completed every inspection and training evolution scheduled; where SAFEGUARD proved her operational capabilities as well as having proven the design capabilities of the ARS-50 class; where numerous accolades were received for superior performance. It was a year in which SAFEGUARD'S reputation as First in Class was firmly established.